Utilisation of funds by Ports

†5455. SHRI DILIP SINGH JUDEV: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the port-wise total plan outlay sanctioned for Mumbai- Kakinada and Kandla Free Ports during the year 1999-2000;

(b) the actual plan outlay utilized out of the total plan outlay by these ports during the financial year 1998-99;

(c) whether there has been a considerable decline in the utilisation of plan allocation by these ports in the period of 31st March, 1998 to 31st March, 1999; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) Out of the three Ports mentioned, Major Ports at Mumbai and Kandla come under the administrative control of the Central Government. The Port at Kakinada is under the administrative control of the State government of Andhra Pradesh. The plan outlay sanctioned for Mumbai and Kandla Port Trusts during the year 1999-2000 was Rs. 223.10 crores and Rs. 71.80 crores respectively.

(b) Against an outlay of Rs. 110.90 crores and Rs. 65.50 crores respectively for Mumbai and Kandla Ports during the year 1998-99, the actual expenditure was Rs. 52.46 crores and Rs. 50.19 crores.

(c) and (d) The percentage-wise utilisation of plan outlay during the financial year 1998-99 was almost equal to the previous year in case of Mumbai Port Trust. In case of Kandla Port Trust, there has been considerable improvement in plan outlay utilisation during 1998-99 in comparison to previous year.

Container traffic at Visakhapatnam Port

5456. SHRI SOLIPETA RAMACHANDRA REDDY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is increase in container traffic at the port of Visakhapatnam;

(b) if so, the details thereof; and

†Original notice of the question was received in Hindi.

(c) the measures taken to modernise and introduce sophisticated cargo transfer system for containers in that port?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) and (b)Yes, Sir. The details of container traffic handled through Viskhapatnam Port during the last five years is as under:—

Year	TEU's Handled	Growth Rate	Tonnage Handled	Growth Rate
1995-96	0446	—	93693	—
1996-97	13117	(+) 52%	166294	(+) 77%
1997-98	12608	(-) 38%	146005	(-) 12%
1998-99	14307	(+) 3.48%	172081	(+) 18%
1999-00	24027	(+) 42.80%	262356	(+) 52%

(c) The Visakhapatnam Port which remained as predominant bulk cargo Port till now is exploring all possible measures to emerge as Container Port. To achieve this, following measures have been taken by the Port:—

(i) One deep draft berth of 284 mtrs. LOA, 125 mtrs. Width, 14 mtrs. Draft and paved storage area of 30,000 sq. mtrs is likely to be commissioned in May, 2000 to accommodate Post Panamax main line container vessels. This berth will be extended by another 165 mtrs. to have total Quay length of 449 mtrs. and deepened to 16 mtrs. draft which is expected to be commissioned by 2001.

(ii) Development of additional paved area of 12,000 sq. mtrs. to have total storage area of 42,000 sq. mtrs.

(iii) High Mast Towers to provide illumination.

(iv) Road & Rail connection.

(v) Pre-qualification bids have been invited for installation of Quay side Gantries, RTGs/Straddly Carriers/Reach Stackers through private sector participation.

(vi) Development of container Freight Station by CWC and private sector parties in the near future.

In addition, the facilities extend to the container include. Free period of 2 days after de-stuffing for landed containers and 30 days for stuffing of export cargo into containers, Minimum manning scale for stuffing and de-stuffing operation. Levy free dock labour services, Reefer points to handle refer containers.

Handing over ITDC Hotel at Bangalore to Private Sector

5457. SHRI K. C. KONDAIAH: Will the Minister of TOURISM be pleased to state:

(a) whether the Disinvestment Commission has made a recommendation for handing over of Bangalore's India Tourism Development Corporation Hotel to a private sector;

(b) if so, the reasons for arriving at the above recommendation; and

(c) the steps, if any, taken by Government in this regard?

"THE MINISTER OF TOURISM AND CULTURE (SHRI ANANTHKUMAR): (a) So far Hotel operations of ITDC are concerned, the main recommendations of the Disinvestment Commission are as under:—

"(i) Hotels situated in prime locations like Delhi and Bangalore may be handed over to established hotel chains through a competitive bidding process to be run on a long term structured contract on lease-cum-management basis.

(ii) Other hotels may be de-merged into separate corporate identities and the disinvestment in the new companies will be through sale of 100% Government shareholdings in them."

(b) The Commission in its rescommendations has observed that there is considerable scope for improvement in the profitability of hotels which are situated in prime locations. One of the key success factors in the hotel industry is the ability to privide high quality of service especially in the luxury segment. It is felt that public sector is handicapped in providing this high quality of services in the luxury segment. On the other hand, public sector as a whole does not have to play a role in providing hospitality services in metro locations where the private sector has established adequate presence in the market. In non-metro and other locations where the private sector hotels are yet to establish a presence, the public sector may be better suited to play the role of a facilitator rather than direct provider of services.

(c) The Government has accepted the recommendations of Disinvestment Commission in regard to ITDC.